

Notices to Consignees.

SHIRE LINE OF STEAMERS.
FROM GLASGOW, HAMBURG, ANT-
WERP, LONDON & SINGAPORE.

THE S.S. *Glenaryshire*, D. Williams,
Commander, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that all Goods, with the exception
of Opium, are being landed at their risk into
the Godowns of the Undersigned at Wan-
chai, No. 3, behind the premises known as
"Blue Buildings," whence and/or from the
Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
noon to-day.

No claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 7th instant will be
subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, April 1, 1885. 658

Intimations.

WINTER TIME TABLE.
THE KOWLOON FERRY.

STEAM-LAUNCH
MORNING STAR
Runs DAILY as a FERRY BOAT between
Pedlar's Wharf and Tsim-Tai-Tsui at the
following hours:—This Time Table will take
effect from the 1st November 1884.

WEEK DAYS.	SUNDAYS.
Leave Kowloon, Leave Tsim-Tai-Tsui, Leave Kowloon, Leave Tsim-Tai-Tsui.	
6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M.	8.00 " 8.30 " 7.30 " 8.00 "
8.00 " 9.00 " 10.00 " 11.00 "	8.30 " 9.00 " 10.00 " 10.30 "
9.40 " 10.15 " 11.00 " 12.00 "	10.45 " 11.30 " 12.30 " 1.00 P.M.
12.45 P.M. 1.00 " 1.30 " 2.00 "	1.30 " 2.00 " 2.30 " 3.00 "
2.00 " 3.00 " 3.30 " 4.00 "	2.30 " 3.00 " 3.30 " 4.00 "
3.30 " 4.00 " 4.30 " 5.00 "	4.00 " 4.30 " 5.00 " 5.30 "
4.30 " 5.00 " 5.30 " 6.00 "	5.00 " 5.30 " 6.00 " 6.30 "
6.00 " 6.30 " 7.00 " 7.30 "	6.30 " 7.00 " 7.30 " 8.00 "

THE REPORT OF THE TRIAL OF
LOGAN AT CANTON that appeared in the
China Mail has been printed in PAM-
PHLET FORM, and is now on Sale.
Price, 50 cents.
Hongkong, October 3, 1883.

To-day's Advertisements.

1st APRIL NEXT.
WHEN they propose selling STORES
and other RETAIL ARTICLES at
the lowest possible prices.

FOR CASH,
and giving the benefits of the Co-operative
Store system to the Public without the
necessity of Membership. Detailed Prices
will be furnished on application.

CROSE & BLACKWELL'S.
OILMAN'S STORES.
JOHN MOIR & SONS, LIMITED.
OILMAN'S STORES.
J. T. MONTGOMERY'S.
OILMAN'S STORES.
MACDONALD, BROTHERS.
OILMAN'S STORES.
AMERICAN
OILMAN'S STORES.

WINES, &c.
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
J.B.S. GRAVES.
BREAKFAST CLARET, " "

SACCOFFE'S MANZANILLA & AMON-
TILLADO.
SACCOFFE'S OLD INVALID PORT
(1848).
HONY'S PORT.
1 and 3-star HENNESSY'S BRANDY.
COGNAC HENNESSY'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOON'S OLD TOM.
E. & J. BUREN'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY PRAT & CO.'S VERMOUTH.
JAMESON'S IRISH WHISKY.
MARSALA.
EASTERN AMERICAN CIDER.
CHARTREUSE.
MARASCHINO.
CURAÇAO.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BUREN, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogsheads.

TO LET, FROM 1st MAY.
SHOPS and GODOWNS, and STOR-
AGE, at No. 65 QUEEN'S ROAD EAST,
(opposite the Temperance Hall). Also,
BEDROOMS, SERVANTS and KITCHEN AC-
COMMODATION.
Apply to
MACFARLANE, FRICKEL & Co.
Hongkong, April 4, 1885. 672

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. *Wingyang* having ar-
rived from the above Ports, Consignees
of Cargo are hereby requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take imme-
diate delivery of their Goods.
Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, April 4, 1885. 674

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

The Co.'s Steamship
Hailong,
Capt. CONRAD, will be
despatched for the above
Port TO-MORROW, the 5th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, April 4, 1885. 670

FOR SHANGHAI.

The Steamship
Phenix,
Capt. G. HUBERMAN, will be
despatched for the above
Port on MONDAY, the 6th instant,
at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, April 4, 1885. 671

FOR MANILA VIA AMOY.

The Spanish Steamer
España,
Capt. ZAVALE, will be
despatched for the above
Ports on MONDAY NEXT, the 6th inst.,
at 4 p.m.

For Freight or Passage, apply to
REMEDIOS & Co.,
Agents.
Hongkong, April 4, 1885. 673

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ANNA BERTHA, German barque, Capt. H.
Krause.—Siemssen & Co.
GOODELL, American barque, Capt. Wm.
R. Hagan.—Adamson, Bell & Co.
JNO. M. CLARK, American barque, Capt.
J. T. Conant.—H. J. B. Tripp.
MARTHA, British barque, Captain A.
McPherson.—Arnhold, Karberg & Co.
MELBROOK, British barque, Captain Ligh-
body.—Melchers & Co.
NALLIE M. SLADE, American schooner,
Capt. D. Gould.—Arnhold, Karberg & Co.
NEW CITY, British ship, Captain J. C.
Bray.—Melchers & Co.
REPUBLIC, American ship, Capt. Holmes.
—Russell & Co.
THURORA, British ship, Capt. Colin Fraser.
—Messageries Maritimes.

SHIPPING.

ARRIVALS.

April 3, 1885:—
Eden, British barque, 312, John Nairn,
Freemantle. (W.A.), February 16, Sandal-
wood.—CATTAN.

New City, British ship, 1,441, Joseph
C. Brown, New York November 13, Oil-
—Melchers & Co.

Hailong, British steamer, 277, F. D.
Goddard, Swatow April 2, General.—
DOUGLAS STEAMSHIP CO.

España, Spanish steamer, 579, Zabala,
Manila April 1, General.—REMEDIOS & Co.
John C. Smith, American barque, in
from Whampoa.

Fooksang, British steamer, from Wham-
poa.

Tenacious, British steamer, 1,438, S. G.
Green, Saigon March 30, Rice and Paddy.
—Russell & Co.

Emmy, Spanish steamer, 222, F. Blanco,
Manila March 31, General.—REMEDIOS & Co.

Welcombe, British steamer, 1,323, W. R.
Corfield, Saigon March 29, Rice.—Sorey
Siro.

Yangtze, British steamer, 782, F. Schulz,
Shanghai March 31, General.—STRASSER
& Co.

Melbourne, French steamer, 3,500, Minier,
Yokohama March 28, and Kooling, Mail,
and General.—MESSAGERIES MARITIMES.

Lafite, French gunboat, 461, Commander
Debar, Pail-lung March 31.

April 4:—
Peking, British steamer, from Whampoa.
Esmeralda, British steamer, 335, G. Tay-
lor, Manila April 1, General.—RUSSELL
& Co.

Banlaris, British steamer, 1,482, J. H.
Clark, Saigon March 31, Rice.—GIBB,
LIVINGSTON & Co.

Mary Stuart, British barque, 434, G.
Thompson February 14, General.—CHINESE.

Wingyang, British steamer, 1,554, St.
Cruz, Calcutta and Singapore March 29,
General.—JARDINE, MATHESON & Co.

Anatolia, British steamer, 522, Thos.
Hauulin, Haiphong March 30, and Hoihow
April 3, General.—RUSSELL & Co.

DEPARTURES.

April 3:—

Jason, for Amoy.
Maria, for Tsoong.
Guanayushire, for Yokohama.
Bowen, for Saigon.
Merionethshire, for Saigon.
Signal, for Hoihow.
Aston, for Hoihow.

April 4:—
Onica, for Guang.
Elisa, for Haiphong.
Kivi Arthur, for Bombay.
Fooksang, for Shanghai.
Zafira, for Amoy.
Romis, for Cebu.
Vendure, for Manila.

CLEARED.

Commodore, for San Francisco.
Nicholas Theger, for New York.
Peking, for Shanghai.
Leona, for Saigon.
Masulita, for Saigon.
Hailong, for Swatow.

John C. Smith, for Tientsin.
Mogul, for Swatow.
Emmy, for Amoy.
España, for Amoy.
Saltor, for Haiphong.
Spartan, for Victoria, (B.C.)

PASSENGERS.

Per Hailong, from Swatow, 61 Chinese.
Per Bowen, from Manila, 37 Europeans,
and 179 Chinese.

Per Hailong, from Saigon, 6 Chinese.
Per Emmy, from Manila, 76 Chinese.

Per Welcombe, from Saigon, Mrs Corfield
and family, and 61 Chinese.

Per Vendure, from Shanghai, 10 Chinese.
Per Melbourne, from Kooling, for Saigon,
Mr Lacroix, 6 Captains, 2 Lieutenants, 1 Com-
missary officer, 3 Officers, and 50 Soldiers.
From Yokohama: for Marcellus, Mr W. T.
Harley; for London Messrs Uille de Viel
(Capt. J. M. de Villiers), and 2 Japanese,
Mr T. W. Palmer.

Per Jonard, from Manila, Messrs L.
Young, G. R. Young and T. J. Witte.
Per Hailong, from Calcutta, &c.,
Messrs Wan. Ashton and Nei Sian Kluen,
and 500 Chinese.

Per Hailong, from Haiphong, &c., Mr
H. J. Miersten, and 12 Chinese.

Per Jason, for Amoy, 2 Europeans, and
100 Chinese.

Per Onica, for Guang, 20 Chinese.
Per Maria, for Tsoong, 60 Chinese.
Per Bowen, for Saigon, 12 Chinese.

Per Commodore, for San Francisco, 1 Eu-
ropean.

Per Signal, for Hoihow, 60 Chinese.
Per Romis, for Cebu, 1 European.

TO DEPART.

Per Emmy, for Amoy, 10 Chinese.

SHIPPING REPORTS.

The British barque *Eden* reports: Had
strong S.E. trades, light fair winds in
general for remainder of voyage. Heavy

squalls, losing S.E. trades up to the Islands
of Flores, etc. On the 6th ult., spoke
Bryan Wood, from Cardiff bound Hong-
kong, in lat. 4° 0' South, and long. 127° 30'
East.

The British steamer *Hailong* reports:
Left Swatow on 2nd inst.; had light air
and overcast to port. Steamers in port at
the time of leaving were: *Glenaryshire*, *Port
Chow Kio* and *Cheng Hock Kian*.

The British steamer *Tenacious* reports:
Experienced fresh North-Easterly winds,
fine weather and moderate sea throughout
the voyage.

The British steamer *Welcombe* reports:
Had fine weather with foggy amongst the
Islands.

The British steamer *Yangtze* reports:
Light winds from N. to N.E. with fine clear
pleasant weather throughout.

The British steamer *Esmeralda* reports:
Light N.E. to N.N.W. breezes and fine wea-
ther with smooth sea until between Lam-
nocks Island and Waglan; when encoun-
tered dense foggy, etc.; breezes and hazy
to Hongkong.

The British steamer *Wingyang* reports:
From Singapore to Pasacala, light to moder-
ate N.E. winds and fine weather; thence
to port light Easterly breezes and smooth
water.

The British steamer *Anatolia* reports:
From Hoihow towards Hongkong, moder-
ate S.E. winds until 10 p.m. Thence
towards port thick foggy weather. On the
3rd inst., spoke steamer *Greyhound* from
Hoihow.

POST OFFICE NOTICES.

MAILS will close:—

For KEELUNG.—
Per *Kamichaka*, at 8.30 a.m., on Sunday,
the 5th inst.

For HAIPHONG.—
Per *Saltor*, at 9 a.m., on Sunday, the
5th inst.

For SHANGHAI.—
Per *Peking*, at 3.30 p.m., on Monday,
the 6th inst.

For AMOY AND MANILA.—
Per *España*, at 3.30 p.m., on Monday,
the 6th inst.

Per *Emmy*, at 3.30 p.m., on Monday,
the 6th inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Malboune*
will be despatched on TUESDAY,
the 7th April, with Mails to the
United Kingdom, Europe, and places
beyond, via Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), the Australian
Colonies, Aden, Natal and the Cape,
Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Malboune*
will be despatched on TUESDAY, the
7th April, with Mails to the
United Kingdom, Europe, and places
beyond, via Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), the Australian
Colonies, Aden, Natal and the Cape,
Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

HOURS OF CLOSING.

The following hours are observed in closing
Mails, &c., by the French Contract
Packet:—
Day before departure (or Saturday if the de-
parture be on Monday):—
5 p.m.—Money Order Office closes.
6 p.m.—Post Office closes, except the
Night Box, which is always
open out of office hours.

Day of departure:—
7 a.m.—Post Office opens.
10 a.m.—Registry of Letters ceases.
Posting of all printed matter
and patterns ceases.

11 a.m.—Mails closed, except for Late
Letters.
11.10 a.m.—Letters may be posted with
Late Fee of 10 cents until
11.30 a.m.—When the Post Office closes
entirely.

11.40 a.m.—Late Letters may be posted
on board the packet with Late
Fee of 10 cents until time of
departure.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Hailong* leaves for Swatow.
Noon.—*Mogul* leaves for Swatow and
Bangkok.
Goods per *Glenfalloch* undelivered after
this date subject to rent.

RELIGIOUS SERVICES.

Union Church.—Dining Worship, 11
A.M.—Rev. E. J. Eitel, Services in Chinese,
2 p.m.—Rev. J. Chalmers, M.A., L.L.D.

SHAMEN'S SERVICES.—The Services for
Shamen which have been hitherto held in
the Mission Church, Queen's Road, will be
held in the future in Union Church. On
Sunday and Friday evenings at 7.30. All
Shamen are invited to attend.

GERMAN DIVESDA CHAPEL.—Services in
the German language, by Rev. F. Hartmann,
every Sunday, at half-past ten A.M., in the
Chapel of the Berlin Foundling House,
West Point.

St. Joseph's Church, Garden Road.—
9 A.M. Mass and Sermon. 5.30 P.M. Even-
ing Service, Benediction.

MEMOS. FOR MONDAY.

Shipping.

4 p.m.—*Peking* leaves for Shanghai.
4 p.m.—*Emmy* leaves for Manila, &c.
4 p.m.—*España* leaves for Manila, &c.

Miscellaneous.

Local Banks close.
Claims against the *Galley of Lorne* must
be sent in to Messrs Russell & Co., on
or before this date.

General Memoranda.

Tuesday, April 1:—
Goods per *Glenaryshire* undelivered
after this date subject to rent.

Wednesday, April 15:—
Noon.—Meeting of Shareholders of The
Chinese Insurance Company, Limited,
at No. 14, Queen's Road.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUNDRIES, NURSERY REQUIS-
ITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876. 736

BIRTH.

At Wanchang on the 20th March, the
Wife of the Rev. H. SOWERBY, of a
Daughter.

MARRIAGES.

On the 28th March, at the Cathedral,
Shanghai, by the Rev. F. R. Smith, Thomas
LAWSON, Esq., Barrister-at-Law, to Edith,
2nd daughter of Alfred Murray Robinson,
Esq., Solicitor, Shanghai.

At the British Legation, Tokyo, on the
26th March, by Rev. A. Lloyd, JAMES MAIN
DIXON, M.A., Professor in the Imperial
College of Engineering, Tokyo, to CLARA,
 eldest daughter of the late Samuel G.
Richards, Esq., St. Louis, Mo., U.S.A.

DEATHS.

At the Shanghai General Hospital, on the
27th March, ROBERT RUSSELL (Engineer),
aged 37 years.

At 7, Suzuki-cho, Surugadai, Tokyo,
Friday, 27th March, at 5.30 a.m., GEORGE
DOWSON, OAKES RAMSAY, of pneumonia,
aged 46.

The publication of this issue commenced
at 7.50 p.m.

The China Mail.

HONGKONG, SATURDAY, APRIL 4, 1885.

WE are still without information in
regard to Langson which is both
definite and reliable. Rumours con-
tinue to arrive, and amongst the latest
rumours is one which has come to us
through the Chinese. It is definite, but
perhaps too definite to be reliable. Ac-
cording to this report the French had ad-
vanced some distance into Quing-si, but
were driven back to the frontier. After
making a stand there, they were beaten
back to Lung-si; and after an ineffectual
defence at Lung-si, they were
compelled to retreat to Bao-nich. Sup-
posing it to be true that the French had
advanced into Quing-si—which was
certainly not supposed to be in General
Negrier's programme—and that they
sustained a reverse at Bao-nich, it is simply
absurd to suppose that they found it
necessary to fall so far back as Bao-nich
—that is, if they were engaged only
with the Chinese army which is sup-
posed to have followed them from the
frontier. Whether the French be sup-
posed to have retreated by the Chu or
the Bao-lo route, there are several
strong positions which even the small
force at General Negrier's command
would be able to defend against a host
of Chinese, unless they have suddenly
acquired a large accession to the num-
ber of their cannon, and by a miracle
have learned to use them. But granting
that the Chinese were equal to driv-
ing the French from these fortified
places in time, it must be remembered
that before the crisis was reached,
reinforcements had arrived in Tong-
king. These reinforcements had not
at that time left for the Red River
expedition. So that, with telegraphic
communication from Langson, and
might easily have been summoned from
Hanoi, which could join the force of
General Negrier long before it was
necessary to dream of a resting-place
at Bao-nich. There seems to be no
doubt that the French have received a
reverse of some kind but whether it be
a disastrous defeat or nothing more
than a serious check—corresponding
perhaps with the English check in
Egypt—it is impossible at present to
say.

For several years past the desirability
of England acquiring a coaling-station
in the North Pacific—or rather, in the
northern seas which form a portion of
the Pacific system—has been forcibly
advocated by more than one authority
on such matters. In view of the large
and exceedingly important trade which
England carries on with China and
Japan, and the prospect that trade with
Corea will soon extend to considerable
dimensions, the Island of Chusan was
suggested as a naval station. This pro-
posal, for the present, seems to have
been received with reserve by the Im-
perial Government; but it is so far
satisfactory to know that something is
being done, and that the main idea of
securing coaling facilities in the north-
ern portion of these seas has not been
altogether abandoned. The Island or
Islands commonly known as Port Hau-
lton are about 150 miles to the west
of Nagasaki, and some 20 or 30 miles
from the southern coast of Corea, about
midway between Quelpart Island and
the Corean mainland. Port Hamilton
is described as one of the finest natural
harbours in the North Pacific, and its
nearness to Corea will doubtless be re-
garded as a strong reason why the
little Corean kingdom should readily
assent to its occupation by the British
Government. Indeed, it is stated that
the Corean king is anxious that the place
should come into English occupation,
as thereby great Britain would pledge
herself to the integrity of Corea. The
fact that it is situated in the Straits
which form the common water-way to
Northern Japan, Saghalien, and the
Russian ports on the western side of
the Sea of Japan, gives it a command-
ing position; while its proximity to
Nagasaki may not be an objection, see-
ing that this would place it within
reasonable distance of telegraph com-

NOTES FROM THE METROPOLIS.

(From a Correspondent.)

London, February 18.

A report spread like wild fire on Sunday in Chester that Mr. Gladstone had been shot in London. The statement was so absurd, it appears, with a lying private telegram sent by some person to Chester and Liverpool. The utmost consternation was felt and telegrams of inquiry were addressed to the warden, where the news was received with great anxiety, and it was only this morning that the telegram was found to be a scare.

Great excitement prevailed at Guernsey, the police having received telegraphic information from England that two dynamiters had taken passage at Plymouth in the steamer *Albion* on Saturday afternoon and remained there until yesterday. In the afternoon, when the vessel was sighted off Guernsey, hundreds of people rushed down to the quays to see the supposed conspirators. The high constable and the police boarded the vessel immediately upon her entering the harbour, and it was then ascertained that the two men were hawkers well known in the island who were utterly unaware of the excitement which surrounded them. Their baggage was examined, but there was nothing suspicious and they were of course not detained.

Every Sunday the newsmen with the *Observer* (English Sunday paper) make the West-end biddens with their own eyes. Very fortunate has the *Observer* been in many interesting events of late happening late on Saturday night or early on Sunday. Last Sabbath from one in the forenoon until day we had named down our throats the news "Blowing up the son of a gun."

Monday's paper told the actual truth of this fight of the imagination. The practice of systematic persecution by which so many ladies are annoyed seldom reaches a pitch so exaggerated as the episode detailed in the *Metropolitan Police Court* on Saturday. That story may however serve as an example though a rather extravagant example of the sort of conduct of which certain men pretending to be gentlemen are not ashamed to be guilty when they are involved in an unfortunate attachment. A Mr. O'Connor, who has apparently not had any intimation cast upon his sanity, has for some months and even years past, thought fit to present his addresses to two ladies to whom he had not the smallest reason to suppose that they would be agreeable. He wrote letters in the character of a lover first to the mother and then to the daughter, addressing the latter as *my dear* and *my darling*, and he declared that he presumed to call some day on the mother. The most remarkable thing about the behaviour of this presumably sane man is that he affects to have supposed that there was nothing in these letters or in the cuttings from *Divorce Proceedings* and the book on matrimony which he presented as a love letter. The ultimate result of his proceedings was that he was thrashed in his own home by the younger lady's brother, and most people will opine that this is about the most efficacious, as well as the shortest way in which his defective education in the rules of etiquette could have been supplemented.

That which I mentioned earlier, I now see has come to pass, viz., that one of the Atlantic Lines is about to issue tickets for lodging and conveyance only. At the end of the voyage passengers will have a bill presented them for what they have had to eat, the same as they are now charged for the wine and cigars they have consumed. Some ladies who are much troubled with *mal de mer* will receive a pleasant and yet unpleasant reminder of a small appetite in their *compé*.

We have had this winter a most remarkable immunity from fog, and I have never seen the atmosphere of the metropolis brighter and clearer. Since last April we have been gradually treated by the weather showing favour for what they have had to eat, the same as they are now charged for the wine and cigars they have consumed. Some ladies who are much troubled with *mal de mer* will receive a pleasant and yet unpleasant reminder of a small appetite in their *compé*.

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Mrs. Langtry's admirer Mr. Gebhardt is following her to England and has just registered his colors on the English turf. His American bred "Eola" will run for the Epsom and Ascot Cups. He seems to be a good sportsman and is the champion amateur light-weight boxer of America. He is very wealthy and greatly smitten with the Lily.

AFFAIRS IN RUSSIA.

A Berlin correspondent makes the following contribution to the information of our readers respecting the attitude of Russia towards Herat. "The conviction has of late prevailed in England and German circles at St. Petersburg that as soon as England was involved in another difficulty Russia would move. The first military man to whom I spoke on the subject expressed significant surprise. 'What?' he exclaimed, 'so soon? I thought they would have waited till next month.' If our Government again allows itself to be hounded it will only have itself to thank. I have a very strong authority for what I say, viz., that which I shall do without comment, for the facts speak for themselves. Are you aware that for the last three years the British Embassy at St. Petersburg, under pressure from the Russian Court, and influenced by the attitude of the Muscovite nobles, has excluded guests from the Embassy parties, as the Russians would not meet the English? Are you aware that the lack of knowledge of the British Embassy respecting the internal politics of Russia is proverbial; that none of the nobles were ever received by the Embassy except the Count, and that no money is paid for secret information, which is absolutely necessary in Russia? When a British Colonel, who knows no Russian, was sent last autumn to the Caucasus, he was followed everywhere, and was prevented from crossing the Caucasus by the real object of his mission—a Foreign Office telegram. The leading English merchants in Russia are frequently in advance of the Embassy for news. Thus, intelligence of the occupation of Merv appeared in a London newspaper while our Government was still ignorant of the fact. M. de Giers having actually denied it to the Ambassador. M. de Giers controls the diplomatic policy, but has no power to check the military and aggressive policy. Personally the Czar is much interested in the Caucasus, and is very friendly to the Grand Dukes and military officials, who, having now spent the fortunes they make out of the Turkish war, are straining every nerve to find a new field whence more pickings may be derived. Only a short time ago a general on the Czar's staff, who had been sent to the Caucasus, was ordered to return to St. Petersburg, and the kindness of her home Government, the military party should pause when it finds the prize within its grasp. The usual contradictions, and then

accuses, will be made. Herat is an unsettled country; and as you would not take it, we must." At a moment like this it is right that the truth should be known, and I am speaking from thorough knowledge of the situation and in the public interest. Stops should at once be taken to convince Russia that England is in earnest this time. Public opinion must make a move. Chauvinists at St. Petersburg must be checked, and the Czar and M. de Giers made to assert their authority. A branch between England and Russia would delight the military party with a prospect of fresh plunder.

A CELESTIAL EXODUS.

Emilia (Cal.), February 7.—Last night, during a riot in Chinatown, a stray bullet struck David Kendall, a prominent citizen and member of the City Council, killing him instantly; another bullet struck a boy in the foot, wounding him badly. Intense excitement ensued, and a meeting was held, 1000 people being present. A Committee of Fifteen was appointed to notify all the Chinese of the city to leave on the steamers now in port. To-day all the Chinese have packed their effects and are now in the warehouses, and will be kept there until the steamers sail. This afternoon the Committee of Fifteen reported to a public assembly of 2000 people their action and recommended that the meeting appoint a similar committee, to remain in existence one year, who should use all reasonable means to prevent the Chinese settling in the city. The meeting appointed the same committee and adopted the following resolutions:

First.—That all Chinamen be expelled from the city and that none be allowed to return.

Second.—That a committee be appointed, to act for one year, whose duty shall be to prevent all Chinamen from attempting to come to this place to leave, and to use all reasonable means to prevent their remaining; if the warning is disregarded, to call a mass meeting of citizens, to whom the case will be referred for proper action.

Third.—That a notice be issued to all property-owners through the daily papers requesting them not to lease or rent property to Chinamen.

Fourth.—That every man who has no visible means of support and who habitually abuses the privileges of citizenship, be allowed until Saturday, the 14th day of February, 1885, to leave this city.

As the steamers do not leave until tomorrow it was resolved that the Chinese be kept in the warehouses at the wharves, a request be made that the Bureau of Customs and the City Council be notified, and see that no Chinese escape, and that all leave on the steamers in the morning. Thanks were voted to the committee for their labors. A procession, headed by the committee, then marched by the Chinese quarters and saw that they had obeyed the orders of the committee. The Captains of the steamships say they will take all the Chinamen that the law will allow and think that they can take them all.—*San Francisco Bulletin*.

SKILLFUL SURGICAL OPERATION.

The American Ambassador at Vienna, Mr. Kasson, has lately forwarded to our Government an interesting account of a remarkable surgical operation lately performed by Professor Billroth, of Vienna, which, wonderful to find, consisted in the removal of a portion of the human stomach, presented them for what they have had to eat, the same as they are now charged for the wine and cigars they have consumed. Some ladies who are much troubled with *mal de mer* will receive a pleasant and yet unpleasant reminder of a small appetite in their *compé*.

We have had this winter a most remarkable immunity from fog, and I have never seen the atmosphere of the metropolis brighter and clearer. Since last April we have been gradually treated by the weather showing favour for what they have had to eat, the same as they are now charged for the wine and cigars they have consumed. Some ladies who are much troubled with *mal de mer* will receive a pleasant and yet unpleasant reminder of a small appetite in their *compé*.

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Sir.—It gives me great pleasure to inform you of the benefit I have received from Seigel's Syrup. I have been troubled for years with dyspepsia; but after a few doses of the Syrup, I found relief, and after taking two bottles of it I feel quite cured.

I am, Sir, yours truly,
Mr. A. J. White.

Dear Sir.—I find the taste of Seigel's Syrup steadily increasing. All who have tried it speak very highly of its medicinal virtues; one customer describes it as a "Godsend to dyspeptic people." I always recommend it with confidence.

Faithfully yours,
(Signed) Vincent A. Wells.

Chemist-dentist, Merthys Tydvil.

To Mr. A. J. White.

Seigel's Operating Pills are the best family physic that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition. They cure constipation.

Preston Sept. 21st, 1883.

My Dear Sir.—Your Syrup and Pills are still very popular with my customers, many saying they are the best family medicines possible.

The other day a customer came for two bottles of Syrup and said: "Mother Seigel had saved the life of his wife, and he added, 'one of these bottles I am sending him as a present.'"

I have much faith in it.

The sale keeps up wonderfully, in fact, one would fancy almost that the people were beginning to breakfast, dine, and sup on Mother Seigel's Syrup. The demand is so constant, and the business so great.

I am, dear Sir, yours faithfully,
(Signed) W. Bowker.

To A. J. White, Esq.

Spanish Town, Jamaica, West Indies, Oct. 24, 1882.

Dear Sir,—I write to inform you that I have devoted great benefit from 'Seigel's Syrup.' For some years I have suffered from complaint, with its many and varied concomitant evils, so that my life was a perpetual misery. Twelve months ago I was induced to try Seigel's Syrup, and although rather sceptical having tried so many reputed infallible remedies, I determined to give it at least a fair trial. In two or three days I felt considerably better, and now at the end of twelve months (having continued taking it) I am glad to say that I am a different being altogether. It is said of certain persons that they come as a boon and a blessing to men, and I have no reason to doubt the truthfulness of that statement. I can truly say, however, that Seigel's Syrup has come as a boon and a blessing to me.

I have recommended it to my fellow-sufferers from this distressing complaint, and their testimony is quite in accordance with my own. Gratitude for the benefit I have derived from the excellent preparation prompts me to furnish you with this unsolicited testimony.

I am, dear Sir,
Yours very gratefully,
(Signed) Carey B. Berry.

A. J. White, Esq., Baptist Missionary, Hingham, Whitehaven, Oct. 16, 1882.

Mr. A. J. White, Dear Sir,—I was for some time afflicted with piles, and was advised to give Mother Seigel's Syrup a trial, which I did. I am now happy to state that it has restored me to complete health.—I remain, yours respectfully.

(Signed) John H. Lightfoot.

Money Orders.

1.—Money Orders can be obtained at Hongkong and Shanghai on the following

* Azores Is. * Madeira.
* Belgium. * Mauritius.
* Bermuda. * Natal.
* Canada. * Newfoundland.
* Cape Colony. * Port South Wales.
* Ceylon. * Port Darwin.
* Constantinople. * Portugal.
* Cyprus. * Queensland.
* Denmark. * St. Helena.
* Falkland Is. * Seychelles.
* Germany. * South Australia.
* Greece. * Straits Settlements.
* Guatemala. * Sweden.
* Gold Coast. * Switzerland.
* Hawaii. * Tasmania.
* Holland. * United Kingdom.
* Honduras (Br.) * United States.
* India. * Victoria.
* Japan. * Western Australia.
* Lagos. * West Indies (British, Danish, and Dutch).

Orders on the Countries marked * are forwarded through the London Post Office, and are paid less a small discount of about 2% in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

2.—The Hongkong Post Office also issues orders on Shanghai, Peking, and Germany by all trans-Atlantic lines of Steamers.

3.—Return Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare, if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-paid Return Passengers orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in England, France, and Germany by all trans-Atlantic lines of Steamers.

4.—The Commission charged is as follows (according to the currency the Order is drawn in):

Up to £2, or \$10, or R 20, 0.20 cents.
£ 2, or \$20, or R 50, 0.40 "
£ 5, or \$50, or R 100, 0.60 "
£ 10, or \$100, or R 200, 0.80 "
£ 20, or \$200, or R 400, 1.00 "
£ 50, or \$500, or R 1000, 1.50 "
£ 100, or \$1000, or R 2000, 2.00 "

5.—Orders must exceed £10 or \$50 (unless drawn on India, when £150 is the limit), nor will more than two Orders be issued to the same person, in favour of the same party, by the same mail.

6.—Money Orders on the United Kingdom for sums not exceeding £5 are granted by means of Postal Notes, to which separate notice or the Hongkong Postal Guide.

7.—Sums not exceeding \$50 may be remitted between the Ports of China by means of Postal Stamps, subject to a charge of one per cent. for cashing them; or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

8.—General Post Office.
Hongkong, April 1st 1885.

Small remittances can be made to these places by means of Postal Notes. See separate notice of the Postal Guide.

Government Notification.

No. 56.
HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th February, 1885.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.

1885 *Post-Office Law*.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Mast Head, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the rudder of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the Steamer is sighted, the Mast Head Signal, or the Steamer's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a registered Mail Steamer, a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted down.

7. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she anchors.

8. Minor Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

9. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag above will be hoisted at the Mast Head.

10. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

11. The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. THOMAS, Esq., Harbour Master, &c.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTES FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.

NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 7th April, 1885, the Company's S.S. *MELBOURNE*, Commandant MIGNEN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 6th April, 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. Further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, March 25, 1885.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF ALBANY* will be despatched from San Francisco, via Yokohama, on TUESDAY, the 4th April, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare, if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-paid Return Passengers orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to fares from China and Japan to Europe.

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Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Papers, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, for must *envelopes* be inserted except book size Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Correspondence papers signify such papers as, though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing copy, partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese, Spanish, and Italian Colonies.

Contrary to the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—
Letters, 10 cents